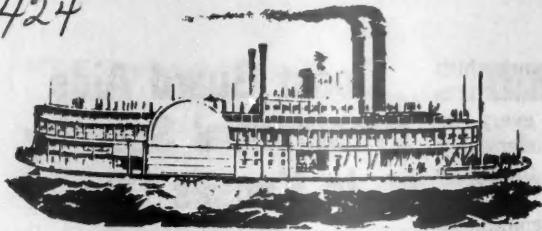


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# RIVER CURRENTS

SECOND COAST GUARD DISTRICT - NOVEMBER 1979

## Reservist Dies In Minneapolis

Loyal . . . conscientious . . . thorough . . . kind . . . these are some of the words shipmates and superiors of the late BM2 Henry "Hank" Hillier use when they talk about the reservist on active duty who was killed September 26 while monitoring the transfer of cargo of particular hazard from a tank barge to a Minneapolis area dock.

BM2 Hillier was monitoring a liquid ammonia transfer when the accident occurred.

"He was always squared away," said his boss, LTJG Sarah Walsh, head of the Marine Safety Office (MSO) Minneapolis-St. Paul Port Operations

department. "You could always count on him to have the right equipment, and have all the proper log entries made."

Members of the St. Louis area reserve remember Hank Hillier as a serious, hardworking individual, and a fine hand with a boat.

"He could really make that boat dance," recalled PS2 Gurney, a member of the same reserve unit as BM2 Hillier, prior to Hillier's transfer to MSO Minneapolis. "I can remember one occasion, when we were working near a dam and had to take a pleasure boat nearly twice as long as our 17-footer in tow. Dams can be very treacherous, but

Hank made it look easy. He liked his work, and I think the thing he liked best was helping, doing something nice for people."

BM2 Hillier is survived by his wife Evelyn Marie, and a two-year old daughter Donna Marie. He was a native of Collinsville, Ill.

Money for an education fund for BM2 Hillier's daughter is being collected. Contributions can be sent to: commanding Officer, MSO Minneapolis, P.O. Box 3428, St. Paul, MN 55165.

A one man board of investigation has been convened to look into the accident.

## HELP To Stay Alive

Gone are the days of fun in the sun boating. As the cold days of winter roll in, our week-end sportspeople who venture out on the icy waters for fishing or hunting need to be aware of the extra hazards inherent in cold water and how to protect themselves just in case they take an unexpected icy dip. If you're thinking this article doesn't apply to you, and if you ever go on the water in a boat, then consider this: for every three victims of drowning or near drowning, two never intended to be in the water at all. Also, about one half of all boating

related drownings occur in the autumn and spring months when the water is cold.

The first hazards an overboard boater faces are panic and shock. The initial shock can place a severe strain on the body, producing instant cardiac arrest.

Survivors of cold water accidents have reported their breath being driven from them on first impact with the water. Should your face be in the water during the first involuntary gasp for breath, it may well be water rather than air. Total disorientation may occur after cold

water immersion. Persons have reported thrashing helplessly in the water for 30-seconds or more until they were able to get their bearings.

Immersion in cold water can quickly numb the extremities to the point of uselessness. Cold hands cannot fasten the straps of a life jacket, grasp a thrown rescue line, or hold on to an overturned boat. Cold water robs the body of its heat 32 times faster than cold air. Within minutes, severe pain clouds rational thought. And finally, without rescue and proper first aid, unconsciousness and death occur.

Now that you know what cold water can do to you, you should know how to protect yourself against it.

There are two things you can do to protect yourself before you ever get into a perilous situation. First of all, the same multiple layers of loose clothing that protect you against the cold air will do two things for you in the water: they will trap air bubbles to help you keep afloat; and they will hold a layer of



The Heat Escape Lessening Posture can slow loss of body heat in cold water.

(Continued on p. 3)



## The District Commander's Corner

The Second District must continue its aggressive defensive driving training program, and continue to be the leader in the number of personnel receiving this vital and necessary training. I cannot over-emphasize my support not only for the value of defensive driving training, but for all areas of safety.

In the Second District the majority of our personnel are exposed daily to safety hazards, both real and potential. Aids to navigation work is beset with potential danger, as are Marine safety jobs. The daily work of the boating safety personnel constantly places them in dangerous situations, also. In fact, there

are no jobs in any field of our work which are not prone to safety accidents. It is therefore imperative that every individual ensures that he understands and practices all aspects of the safety program.

I am personally and totally committed to achieving the goals and objectives of our district safety program. I practice safety and I preach safety. Every individual should be totally conscious of where he stands in the safety picture. There are no units which can afford lost man hours resulting from safety accidents. From a management point of view lost man hours are unacceptable. From a leadership point of view and, most importantly, from the view of the value of human life, it is totally unacceptable to have any coast guard personnel, regular or reserve, military or civilian, injured, maimed or killed.

Safety is everyone's business and the measure of profit in the safety business is no accidents.

## 2nd District Starts New Football Season

Second District football is twice as tough this year as last year. The eleven from the 2nd have decided to take on a two night a week schedule, playing touch football Friday nights between 6 p.m. and 9 p.m., at Bridgeton Municipal park, located just northeast of St. Louis Lambert Airport, and flag on Saturday afternoons at the Granite City, Ill. Army Depot.

So far the team's record in 1 win 2 losses in touch; and one loss in flag.

Members of the team include:

Lt. T. DuCote (Coach)

SK3	M. Gooden
SK3	E. Davidson
YN2	M. Whisler
YN2	B. Woolsey
QM1	R. Moulton
YN1	D. Laughlin
Lt	E. Engelbrecht
SK2	O. Wright
YN2	R. Boswell

One thing is certain, with all the extra practice the team is improving, and provides an exciting spectacle for anyone who attends the games.



The Coast Guard flag football team attempts a pass during one of its recent games at Bridgeton Park, near St. Louis.

## Coast Guard Aids Presidential Security In Kansas City

Coast Guardsmen of Group Missouri River, Leavenworth, Kansas spent October 15 doing something a little different from their normal duties. HM3 Ronald Caleyton, SK2 John Carrington, and MK2 Harvey Fraysier had the job of assisting the Secret Service maintain security during President Carter's one-day stop in Kansas City, Missouri.

The Coast Guard was responsible for patrolling the Missouri River around the ASB bridge in Kansas City. Any problems were to be communicated to the Secret Service. Engine difficulty was the only problem encountered and this forced much of the patrolling to be done from shore. No other trouble developed and after watching the motorcade cross the bridge for the final time, the Group personnel were able to return home, mission accomplished.

## THERE ARE SEVEN BAD REASONS TO IMMUNIZE YOUR CHILD

Measles  
Mumps  
Rubella  
Polio  
Tetanus  
Diphtheria  
Whooping Cough

## Can you think of ONE GOOD reason not to?

For a free copy of "A Parents' Guide to Childhood Immunization," write: Immunization, Pueblo, Colorado, 81009.

*oooooooooooooooooooo*

RIVER CURRENTS welcomes the following personnel to the 2nd District: BM1 J.S. Voytko, ANFAC Vicksburg; BM1 R.R. Cline, to MSO St. Louis; and SNET J.R. Dockery to LORAN Station Dana, Ind.

## HELP (Continued from p. 1)

warm water against your body. The more loose clothing you have on, the greater the protection. Second, as important as it is for you to wear your Coast Guard approved personal floatation device anytime you are using boats, it is absolutely essential in cold water. Remember: cold water causes muscle rigidity. You may be fit to swim for the Olympics, but if you can't move your arms and legs you can't stay afloat. In addition, the more you move around in cold water, the faster you cool.

In case you do fall in the water you can increase your chance for survival by using the following techniques:

- . Relax. Let your PFD and the air bubbles in your clothes keep you afloat.
- . Remain calm. If you thrash around this will not only eliminate the air bubbles but bring a fresh flow of cold water through your clothes and speed up the dangerous cooling process.
- . Get out of the water. You should do this as soon as possible, but move slowly. The best thing is to remain on your back and use your hands to propel yourself gently through the water back to your boat. Most boats will support the weight of their occupants even when filled with water. If you can't right your boat, then you must make a choice either to move, on your back, to shore, or remain where you are until someone can rescue you.

To help you make the right choices, you should know that few people can swim as much as a mile (That's only about 2,000 yards) in water of 50 degrees F. or colder. If you elect to remain and wait for rescue, you can probably survive about four hours, if you have your PFD on, and use the H.E.L.P. posture.

H.E.L.P. stands for Heat Escape Lessening Posture. It is accomplished simply by holding your upper arms snuggly against the sides of your trunk, and crossing your forearms across your chest. Cross your legs and draw them up close to your chest.

Remember, as winter draws near, and the water gets colder, there's no substitute for good preparation for being on the water. Your best chance for surviving unexpected exposure to cold water is to wear a PFD.

Story by ENS D. F. Premoe, of the 2nd District Boating Safety Division

## The Coast Guard Wants A Smarter You

The Coast Guard can make you smarter. That doesn't mean a special diet or a brain graft, but a fringe benefit that you probably haven't even thought about: education.

There are several ways to get some learnin' while you're on active duty. The one almost everyone knows about is "A" schools, available to train everyone for Aviation Survivalmen to Yeomen. What you may not know about is the hundreds of "C" schools available that can train you (depending on your rating) in specialized topics ranging from the care and feeding of a Cummins diesel to group dynamics and personnel management. Your yeoman or the District personnel office, FTS 279-4661, can tell you more about the schools that are available.

What if you long for a course that isn't available anywhere but your local university or community college or technical school? Never fear. Tuition assistance is the Coast Guard's answer to the rising cost of higher education. You can even work toward a high school diploma at Coast Guard expense. LTJG William Fry FTS 279-4911 can help you out, or see your local yeoman.

What is this fringe benefit worth to you? Consider the annual tuition of some state universities located within the boundaries of the 2nd District: University of Illinois-Champaign-Urbana: \$586; University of Iowa: \$750; University of Missouri-St. Louis: 678.

It's enough to make you think about re-enlisting.

Miss Cheryl Peters of Dupo, Illinois received a \$1000 check from the Capt. Caliendo Scholarship Fund in a ceremony held September 28 at Coast Guard Base St. Louis. Capt. Caliendo was instrumental in the establishment of the Chief Petty Officers Association. The scholarship fund was set up in appreciation of his help.

The check was presented by MKC R.

E. Hartzel of the CPOA. The Capt. Caliendo Scholarship is awarded each year on the basis of essays written by the applicants. Miss Peters' essay on patriotism was selected from the many applicants received.

Miss Peters is the daughter of EMC Wesley Peters (USCG Ret) of Dupo, Illinois.



Capt. J. Leadbetter, Second District Chief of Staff, congratulates Miss Cheryl Peters for being selected as recipient of the Capt. Caliendo Scholarship Fund check for \$100.

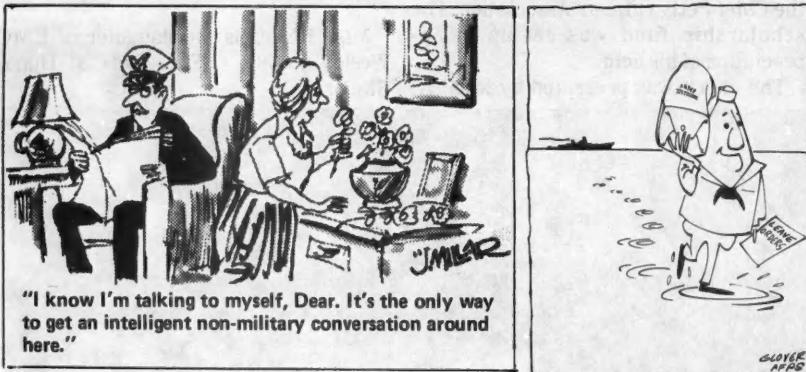
L. to R. Mr. W. Peters (Cheryl's father), Capt. J. Leadbetter, DCC B. Bunting, Miss Peters.



(Photo by PA2 D. H. Post)

A horrifying assignment was recently carried out by the combined Base St. Louis and Second District Colorguards: deliver the coffin of Dracula to 5800 Arsenal Street in St. Louis, where a "haunted house" for charity was being established. Local merchants and high schools provided the ghouls while the Coast Guard provided the pall-bearers.

Colorguard members included: ET2 Richard Houston; DC2 Roy Jorgensen; and SR James Cross; of Base St. Louis; and Second District Colorguard members YN2 Michael Whisler; YN2 Carlos Najera; SK2 Jeannie Polich; and PA3 Dona Frank.



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News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

# YETS ASK:

**Q—What is the maximum amount I can borrow on a VA-guaranteed loan? I have been told I can borrow four times the \$25,000 guaranty.**

**A—**The maximum loan which may be made is limited to the purchase price or the appraised value of the property, whichever is less. However, some lenders, as a matter of policy, restrict the loan amount to four times the amount of a veteran's available entitlement. The VA will guarantee up to 60 percent of the loan, with a maximum guaranty of up to \$25,000.

**Q—Is there a nationwide toll-free telephone number veterans can call to get information from the Veterans Administration?**

**A—**VA has no nationwide number but there are VA regional offices in each state and all have toll-free numbers. Look in the telephone book white pages under United States Government, Veterans Administration.

